GRUMMAN plane news

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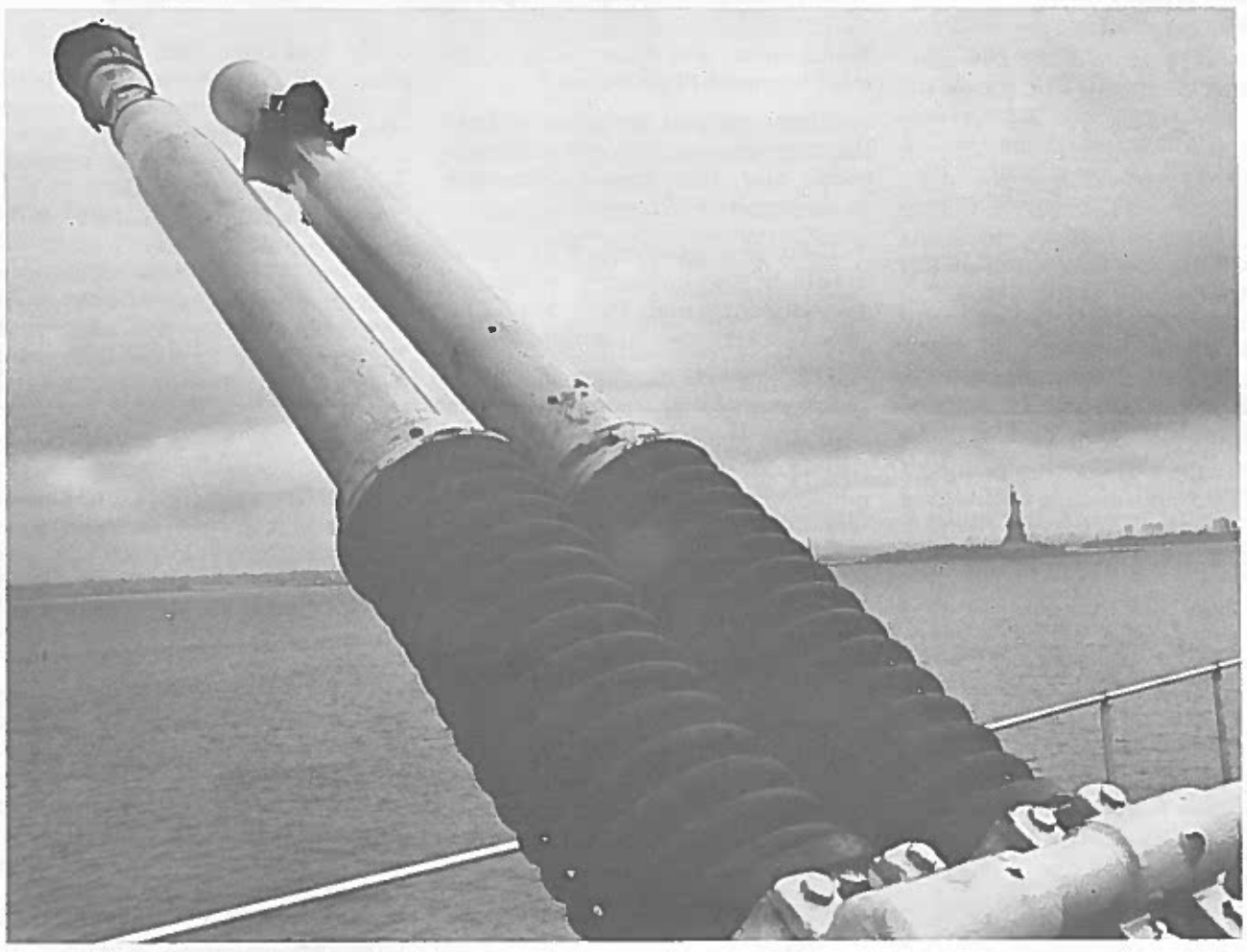
NYC hails floating museum



The days when her guns defended Liberty are over — but the *U.S.S. Intrepid* isn't about to retire. The 39-year old aircraft carrier starts a new life next month as a floating Sea-Air-Space Museum, to be permanently anchored at Pier 86 at West 46th Street, Manhattan.

Several Grumman airplanes will be among the museum's attractions. (See story on page 5.)

Aerospace elects three vice presidents

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Investment plan offers new option

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Scholars welcomed to Grumman family

The day should have been named for them. June 8 should have been called Grumman Scholars Day 1982 as the 39th group of Grumman Science and Engineering Scholarship winners received their awards in front of their proud parents at a luncheon held in their honor at the Imperial Manor in Bethpage.

Jack Carroll, Grumman Corporation vice president — Community Relations, hosted the affair to welcome to the company the 12 winners and three remaining alternates — all of whom will be spending the next four summers working at Grumman. Grumman Corporate President Joe Gavin and Aerospace Vice President — Technical Operations Tom Kelly presented awards to the 15 students.

There were more than 100 people at the luncheon. The group included past Grumman scholarship winners; the families of the class of 1982, as well as their school guidance counselors and Grumman advisors.

Mark Wolf was announced as the latest winner of a Grumman scholarship. He had been an alternate but earned a scholarship when Joyce Drayton declined hers to accept a full scholarship from Howard University.

Gavin said, "The group going off to college today is in a challenging period of time. The problem we are facing more and more today is the establishment of priorities."

A winning lineup. *The Grumman class of '82 was introduced at the Scholars luncheon on June 8. The winners and alternates are (from L): Mark Sachleben, Ralph Spicer, Margaret Burke, Christopher Horan, Brian Harris, David Natter, Roger Hain, Virginia Gillin, Anthony Russo, Carey Herman, Mark Wolf, Pamela Dante, David Allen, Michael Bergman and Neil Erath.*

"Some of you are going to have the opportunity to steer this company, and this country, through those problems," he said.

Kelly gave an overview of current events in the company, reminding the students that they would be joining a very special group.

"Grumman's most important asset is its people. The products we turn out are only as good as the people who make them. You are going to meet many of those Grumman people."

He told them that computer sciences will play an ever stronger role in current Grumman programs. "We've got to be very, very literate in computers no matter what our engineering backgrounds.

"Engineering is a career of lifelong learning," Kelly warned the students. "The half-life of information that an engineer learns in college is between five and seven years. You are going to have to contend with a lifelong learning process."

The next step

The Grumman scholars have all chosen the schools where they will use the $4,000 a year Grumman will give them for their educations.

The Grumman dependent scholars are:

Pamela Dante, whose dad, Jim, is an F-14 avionics project leader, will attend Brown University to study electrical engineering and computer science.

Neil Erath will major in electrical engineering at the Polytechnic Institute of New York. His father, Bob, is Research group head.

Virginia Gillin is the daughter of Grumman software engineer Joe Gillin. She will study mechanical engineering at Rensselaer.

Anthony Russo, the son of EF-111/EA-6B engineering manager Albert Russo, is heading for Johns Hopkins University to study applied mathematics.

Mark Sachleben will study applied mathematics at Dartmouth College. His father, Jack, is assistant to the president of Grumman Data Systems.

Mark Wolf will attend the Massachusetts Institute of Technology to study electrical and computer engineering. Mark's father, Henry, is assistant director of the Environmental Planning and Control department.

Winners in the open competition are:

David Allen will study computer science at Rensselaer Polytechnic Institute.

Roger Hain is heading for Princeton to study aeronautical engineering.

Brian Harris will study computer science at the University of Pennsylvania.

Carey Herman will be an electrical engineering major at the State University of New York, Stony Brook.

Christopher Horan is another of the scholars planning to be an electrical engineer. He will attend Villanova University.

Ralph Spicer will attend the Massachusetts Institute of Technology to study computer engineering.

Mark Wolf joins list of Grumman scholars

The Wolf family. *Paul, Gail, scholar Mark and Henry.*

Gail Wolf didn't pay much attention to the letter from Grumman for her son, Mark. She thought it had something to do with the summer job he would have because he was an alternate in the Grumman scholarship program.

But, when Mark opened the letter, she heard him yell, "Oh my god, Ma, do you want to read this!"

He was an alternate no more. He was a scholarship winner, replacing Joyce Drayton on the list of 12 1982 scholars.

Mark will head for the Massachusetts Institute of Technology this fall.

While at Walt Whitman High School, Mark was a member of the Mathletes and gave his time to tutor other students in mathematics.

Scouting has taken up much of his time after school. He worked as a counselor in a scout camp and has risen to the highest position a scout can hold in a troop, that of junior assistant scout master.

Milledgeville, Stuart award scholarships

The Grumman Science and Engineering Scholarships are open to the dependents of Grummanites in all locations. Students who are not dependents may enter the open competition — but they must be Long Island residents.

However, Stuart and Milledgeville both have scholarship programs open to residents in those communities.

In Stuart, the winner is Maren Elizabeth Nelson. Maren graduates from Martin County High School, and will study engineering at the University of Florida.

Linda Cromwell Cook of Baldwin County High School takes top honors in Milledgeville. She has not yet selected a major, but she will attend the Georgia Institute of Technology in September.

Kline, Merritt and Watkins are named Grumman Aerospace vice presidents

In a move to strengthen three areas vital to future business growth, Grumman Aerospace has elected three new vice presidents: Harry Kline, vice president — Integrated Logistics Support (ILS); Tom Merritt, vice president — Calverton Operations; and Bob Watkins, vice president — deputy director, Corporate Material Operations.

"Grumman Aerospace currently has the largest total work backlog in our history — and our future projections are encouraging," said Grumman Aerospace President George Skurla. "These three areas— ILS, Calverton Operations, and Corporate Material Operations — are critical to the expansion of our business interests. The election of these men reflects their growing responsibilities, as well as our commitment to current and future business."

Harry Kline joined the company in 1952 after a four-year tour of duty in the Air Force and several years with Westinghouse Corporation.

His first job at Grumman was in the avionics area; in 1962 he started the first electrical section for support within the Product Engineering organization.

When the Product Support department was formed in 1964, Kline was appointed chief electrical engineer. Later, he was successively named E-2A Support project engineer; A-6 engineering manager; chief engineer for Support; Support program manager, and deputy director of the Product Support department. In 1973, Kline was appointed director of Integrated Logistics Support (ILS).

Kline graduated from Cornell University with a bachelor of science degree in electrical engineering. He also attended the program for senior executives at Massachusetts Institute of Technology.

Harry Kline

Tom Merritt

Bob Watkins

Tom Merritt entered the U.S. Navy in 1941 as an aviation cadet; he then served in the U.S. Marine Corps from 1942 until his retirement as a colonel in 1966.

Merritt joined Grumman in 1968, and was appointed manufacturing manager of the A-6B program. In 1969 he became director of manufacturing managers for all Grumman Aerospace programs, and the following year was named general manager of Savannah Operations.

He became the manufacturing manager for the F-14 program in 1971. In 1975, Merritt was appointed general manager of Calverton Operations.

Merritt holds a bachelor of science degree in chemistry from the University of Georgia, and a master of science degree in international relations from George Washington University. He did additional graduate work in industrial management at George Washington University and at the University of Pittsburgh.

Bob Watkins was named deputy director of Corporate Material Operations when that organization was formed in 1981, after serving as executive assistant to Grumman Aerospace President George Skurla.

Watkins came to Grumman after his discharge from the Navy in 1953. He worked in the Field Service department until 1965 when he was named chief of Support for the Lunar Module program. The following year he joined the staff of George Skurla, who was then director of Grumman Operations at Kennedy Space Center. In 1973 Watkins was named director of Material and Logistics at Calverton; he was appointed director of Field Operations in 1978.

A past chairman of the Grumman Political Action Committee, Watkins attended Hofstra University and Florida Technological University where he studied business management. He also attended the program for senior executives at the Massachusetts Institute of Technology.

Band lands six stands

The Grumman Employees' Band will once again entertain Long Islanders this summer.

Here's a listing of performance dates:

Tuesday, July 6 — Eisenhower Park (Lakeside), Stewart Avenue and Post Road, East Meadow.

Friday, July 9 — Stony Brook, on the Village Green.

Wednesday, July 14 — Bald Hill Ski Bowl, north of LIE Exit 63, Farmingville.

Thursday, July 15 — Bethpage Community Park, Stewart Avenue and Cherry Avenue, near Plant 30, Bethpage.

Friday, July 16 — Christopher Morley Park, poolside, north on Searingtown Road from LIE Exit 36, Roslyn.

Friday, July 23 — Port Jefferson Memorial Park, Main Street and Broadway (Rt. 25A), Port Jefferson.

If you plan to attend these outdoor concerts. Take along a lawn chair. All performances start at 8:30 p.m.

Ticket to an education. *Frank Messina (L), vice president — Manufacturing, and Bill Lamberta (R), director of Manufacturing and Materials Engineering, present this year's Manufacturing Engineering/Technology scholarships to Grummanites (from L) Tom Wicelinski, Mike Yearwood, Jim Bronnenkant, Don Weinhardt and Jim Vassello.*

Stop the ads, we want to catch up

Due to a large backlog, the Plane News will not accept any ads from July 1 to July 16. We will begin accepting ads on Monday, July 19.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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EIP has reducing plan

New option offers tax-saving income deferral

In the near future, Grummanites will be able to increase their savings in the Employee Investment Plan (EIP) — while reducing their current income taxes. Called the deferred compensation option, this new way to contribute to EIP becomes effective October 1, 1982.

Thousands of Grumman men and women are using the EIP as a long-term savings plan . . . to buy a home, put their offspring through college, or supplement their retirement income.

"With the introduction of this new feature, Grumman people will be able to choose the way they contribute to the EIP: regular contributions, deferred compensation contributions or a combination of the two," says Bob Bradshaw, Grumman Corporation Secretary. The company match, choice of investment options and tax-sheltered features remain the same.

What's the difference?

At present, plan participants may contribute up to 14 percent of their annual base salary to their EIP accounts. Everyone pays federal, state, local and Social Security taxes on these contributions before they are deposited into the plan.

The upcoming feature is basically a tax deferred option. It allows Grummanites to decide when to pay taxes on their EIP contributions — now or at retirement when chances are the tax treatment will be more favorable.

With the deferred compensation option, your contribution is deposited directly by Grumman into your account. Since the money is not paid directly to you, these contributions are not considered as current income by the Internal Revenue Service (IRS); such deposites are not subject to federal, state or local taxes. At the end of the year, your W-2 form will show your income reduced by the amount of your deferred compensation contribution.

If you now make regular contributions to the plan, you could, by designating a specific portion of your EIP deposits as deferred compensation contributions:

- maintain your current level of contribution and increase your weekly take-home pay, or
- increase your level of contribution and keep the same take-home pay.

Should you elect to use this new option, all of your salary-related Grumman benefits — pension, life insurance, long- and short-term disability — will continue to be calculated with your *unreduced* base pay.

"To protect against 401(k) options favoring higher-paid personnel, the IRS designed the fairness or non-discrimination test," reports Bradshaw. "To meet the IRS requirements, the percentage that the higher-paid one-third of the company workforce may contribute is limited by the percentage that the remaining two-thirds contributes.

"As a result, the contributions of higher-paid participants may have to be reduced to a level substantially below the full 14 percent. These investors will be notified," says Bradshaw.

More points to consider

Investors using this new contribution feature should be aware that their Social Security benefits and certain state benefits might be affected. If your salary is below the annual Social Security wage base ($32,400 in 1982), you will not pay Social Security taxes (FICA) on your deferred compensation contributions. Since your Social Security taxes are lower, your benefits could be reduced.

"Benefits consultants estimate, however, that the reduction in Social Security benefits will be minimal," says Bradshaw. "And it will probably be more than offset by growth of the EIP account."

Investors should also consider the withdrawal restrictions involving this new option. Under current plan rules, you may take out your regular contributions periodically. And, if your withdrawn amount has been in the plan for two full years, there is no penalty.

Under current IRS rules, deferred compensation contributions can be distributed only when you retire, reach the age of 59½, leave Grumman, or in case of death or disability.

Withdrawal for certain purposes can be made if you meet the IRS conditions for financial hardship. If you are purchasing a primary residence (no vacation homes), paying college tuition bills for yourself or your family, or meeting non-reimbursed medical expenses, you may withdraw your deferred compensation contribution — if you have already exhausted funds from readily available sources.

Any other requests for financial hardship withdrawals must be approved by the Investment Plan Committee. Remember: when you withdraw your deferred compensation contributions they are taxed as ordinary income that year. If the withdrawal is substantial, you could find yourself in an even higher tax bracket.

The choice is yours

Making investment decisions requires plenty of research and planning. A special booklet, detailing the new EIP deferred compensation option, and sign-up cards, will be mailed to all Grummanites next week. Look them over carefully.

All sign-up cards must be returned by July 30. The new deferred compensation option takes effect October 1.

Questions and answers

A lot of newspapers and magazines have featured articles about "401(k)" programs recently. Is the new deferred compensation option Grumman's version of "401(k)"?

Yes. Under Section 401(k) of the Internal Revenue Code, employers can set up savings plans that permit employees to defer taxes on some portion of their pay.

Grumman calls its version of the 401(k) "deferred compensation option." Other companies have selected such names for 401(k) as tax-deferred deposits, and salary reduction plans.

Can I make regular and deferred contributions to the EIP?

Yes. You can designate your contributions as:

- entirely regular
- entirely deferred
- a combination of regular and deferred

What if I don't join now?

Each year their will be an enrollment period during which you will be able to designate the percentage of deferred compensation contributions you want to make to your EIP account.

What happens if I want to reduce my deferred contribution?

Throughout the year, you may reduce your deferred contribution, or even drop your deferred contributions altogether. You may not increase or begin such contributions until the annual enrollment period.

What about IRAs?

Both plans offer you a tax shelter on your contribution and on investment earnings and depreciation.

Grummanites can contribute to both — if their circumstances permit. The new deferred compensation option, however, has two advantages over IRAs:

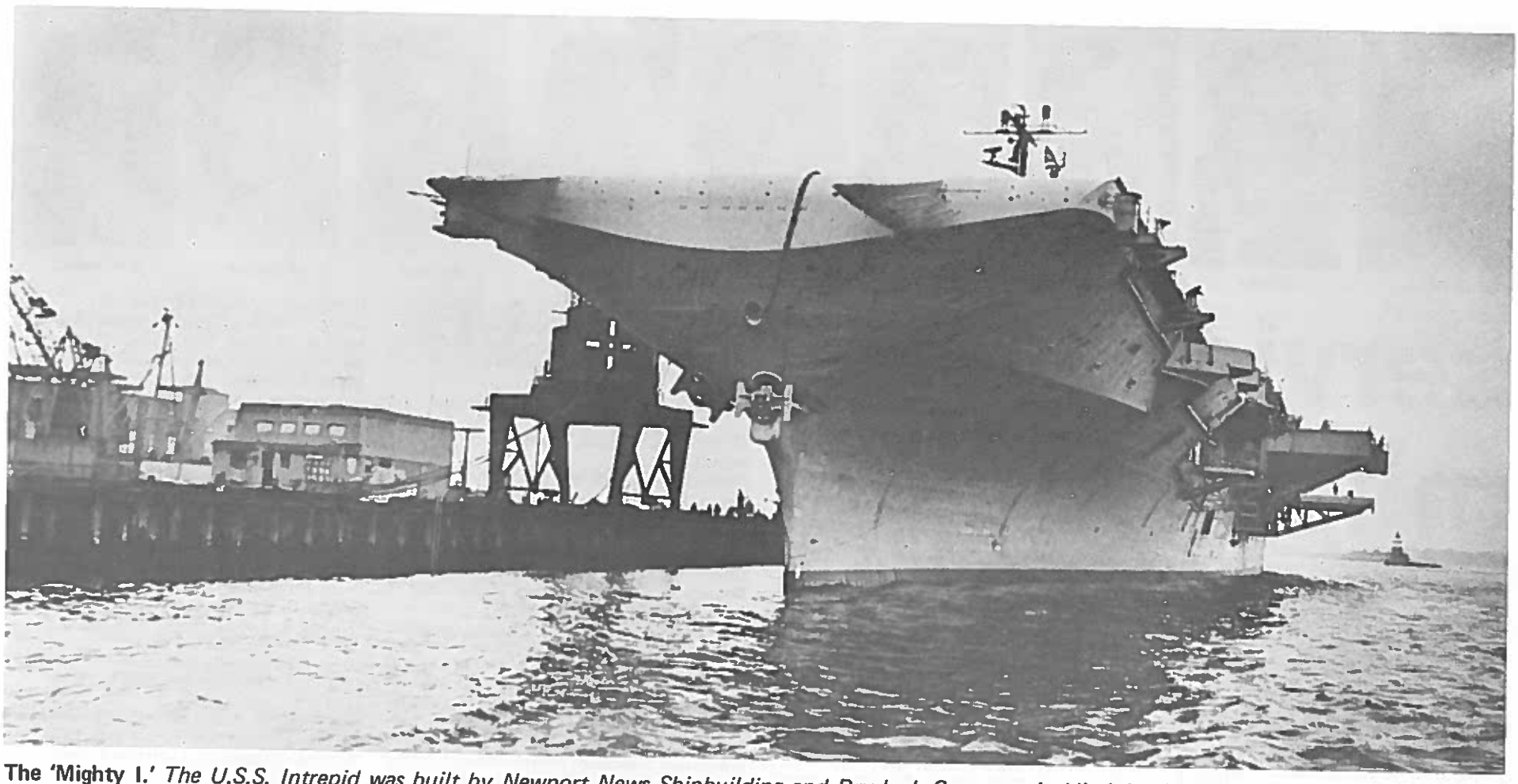
- In the EIP, the company matches the first four percent of your base salary which you contribute. Grumman does not match your contributions to any IRA you may have.
- When you leave the company, lump sum distributions from EIP may qualify for "10-year forward averaging tax treatment." Monies paid out from an IRA are always taxed as ordinary income.

What about loans?

Borrowing against your deferred compensation contributions is presently under consideration, but the IRS has not yet finalized any regulations concerning this loan feature.

In addition, several U.S. congressmen have recently introduced bills to block such a loan agreement.

Therefore, investors should not assume that they will be able to borrow against their EIP accounts at this time.



The 'Mighty I.' *The U.S.S. Intrepid was built by Newport News Shipbuilding and Drydock Company in Virginia; she was launched on April 26, 1943. Intrepid was one of 24 carriers that made up the Navy's Essex class. (Photos by Suzanne Milligan)*

'Intrepid' finds safe harbor

The rain poured down all day as the *U.S.S. Intrepid* made its way from Bayonne, New Jersey, to New York Harbor on June 13. The old carrier has seen a lot of bad weather and hard times since she was launched in 1943 — but now she is headed for light duty as a floating Sea-Air-Space Museum, to be anchored at Pier 86 at West 46th Street. Several Grumman planes will be on permanent display when the museum is dedicated next month.

The "Mighty I" — her nickname until the *U.S.S. Independence* was commissioned — served during World War II, through three combat tours of Vietnam, as prime recovery ship for two of the space shots, and as an anti-submarine aircraft carrier during peacetime.

The 900-foot-long *Intrepid* was one of 24 warships that made up the Navy's *Essex* class. It will take about five years to complete the conversion program that will turn her into a museum, depending on the availability of funds.

The display area will consist of 150,000 square feet of deck space. Among Grumman aircraft to line the decks will be two S-2 Trackers, a WF-2 Tracer, also known as the Willy Fudd, as well as an F-11-F that was recently restored by the Grumman Retirees Restoration Team. An F6F-3 Hellcat will also be on board, on temporary loan from the Smithsonian Institution in Washington, D.C.

Grumman's contributions to naval aviation and space technology will also be evident elsewhere in the museum. The Space Hall will depict the lunar landings, highlighting the lunar module *Intrepid* — a name with a long, honorable history.

The *Intrepid* Theater will feature a 15-minute film on carrier operations, which Grumman is producing for the *Intrepid* Foundation.

Place of honor. *The S-2 Tracker was an antisub aircraft. Further down the rain-slick deck is a WF-2 Tracer.*

Heading home. *The Intrepid approaches New York Harbor. It will take about five years to complete the museum project.*

J. Taffner

J. Panos

R. Van Valkenbur

H. Janiesch

S. Yoniak

O. Pennino

A. Farrell

J. Chenery

P. Grossi

service milestones

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Robert F. King, Propulsion Test (2)
Richard A. Kennard, Mach. Oper-Parts Ctl. (3)
Charles W. Rathke, Business Dev. M/S (5)
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John P. D'Amato, Major Assy. (2)
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Joseph Colletti, EBW-Machining (2)
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Ronald C. Cogliati, Welding Group (2)
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Roland F. Witschi, Central Storage & Ret. (2)
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Harold V. Kennedy Jr., Press (3)
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Richard G. Thompson, Prod Cntl-Parts Cntrl. (3)
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G. Loughran

R. Jenkins

D. Blossom

R. Rossbach

H. Sperling

R. Woodwell

J. Goetke

V. Lauria

W. Lonnie

J. Peper

G. Bascianelli

G. Hendry

M. Romanelli

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C. Gagomiros

A. Sholinsky

R. Dare

S. Leinoff

C. Savateri

E. Pasyanos

A. DeRuggiero

P. Lapinski

G. Burton

Alfred A. Aceto, Mech. Detail & Finish-Temp (43)
Daniel O'Brien, Gro-Ops. M/S (43)
Charles A. Steinbrenner, Engineering (88)

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Matteo F. Rastivo, Adv. Procure M/S (25)
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Sheldon L. Pheffer, ILS Auto Circuit Anal. (25)
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Patrick J. McKeown, Commun Nav. & I.F.F. (25)
Salvatore Cassino, Computer Des. (25)
Lester Z. Needle, Veh. Des. M/S (25)
Robert F. Higgins, Prog. Manage E-2 (25)
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Bernard Bashkoff, Redundant Struct. (35)
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Vincent S. Calia, Fluid Dynamics (35)
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Laurence M. Helner, Prog. Eng. Managers M/S (40)
Andrew J. Licari, Config. Data Mgmt. (40)
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Thomas J. Lahey Jr., Management/Staff (66)
Angelo Stefantos, Mfg. Ops. Mgt. (66)
Michael F. Marinelli, Aircraft Avionic Sys. (275)

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Joseph F. Dabrowski, Fuse FWD Sub & Major (1)
Ronald A. Blau, Business Mgmt & Admin. (1)
James Seto, Optic & Display Equip. Des. (1)
Rose A. Canales, Prog. Contracts (1)
Henry F. Edgeworth, Alodine (2)
William Greco, Wing Inner Panel & Combo (2)
Angela M. Ingino, Business Mgmt & Admin. (2)
William J. Sisco, Welding Group (2)
Carolyn O. Bottcher, M & ME Mgt & Staff (2)
Anthony G. Marrocco, Proj. Mgmt (2)
George T. Vaughan , Trans-Ops. (2)
Richard J. Barbarino, Mach. Op-Tech. Serv. (3)
Richard A. Xeller, Mach. Op-Tech. Serv. (3)
John H. Otterstedt, Mach. Ops M/S (3)
James R. Patterson, Maint. Rearrangement (3)
James R. Kerwick, ILS Prog. Controls Mgt. (4)
Frederick F. Zimmerman Jr., Corp. Instr. Ground Test (5)
Peter C. Anderson, Corp. Instr. Ground Test (5)
Bruce W. Montgomery, P.A. Motion Pictures (5)
Joseph J. Booker, Maint-Rearrangement (6)
Harrison N. Johnson, Maint. Facil. Equip & Gen. (6)
Mary E. O'Brien, Prod. Release & Anal. (6)
Vincent J. Hall, Sys. Cost/Perform. Anal. (7)
John K. Flores, Corp. Instr. Flight Data (7)
Paul E. Smyth, Structures (7)
William J. Sommers, Maint-Rearrangement (12)

W. Broderick

A. Aceto

D. O'Brien

C. Steinbrenner

Curtis Coker, Maint-Facil. Equip. & Gen. (12)
Toshiya Fukuda, Systems Des. (14)
Alan I. Braunstein, ILS Tech. Directives (25)
Edward Schmidt, ILS Ops. Supp. (25)
Carlos M. Cacho-Negrete, Struct. Des. (25)
William C. Jorch, Computer Des. (25)
Charles D. Adams, Operations (25)
Nicholas Corvelli, Veh. Des. Proj. Mgt. (25)
Richard S. Reade Jr., Prog. Manager E-2 (25)
Doris H. Schneider, Personnel Admin. (28)
Peter E. Suarez, Proc. Ops. Info, Sys. (30)
George D. McCormack, Pricing & Anal. (30)
Elizabeth Coogan, Acct. & Adm. (30)
Gordon E. Siess, Est. Resources (30)
Blanche E. Fehrenbach, Mail & Teletype Servs. (35)
Robert N. Erwood, Prog. Contracts (35)
Robert W. Ogilivie, ILS Digital TPS Eng. (40)
Christian T. Harre Jr., ILS Site Rqmts. (40)
John E. Price, ILS Tech. Directives (40)
Alexander Ikonnikow, ILS Sub-Syst. Eng. (40)
Patrick D. Charovkine, ILS Equip. Des. Eng. (40)
William J. Murray Jr., Sys. Des. (40)
Richart J. Gregor, P.M. EA-6B History (40)
David Alleavitch, Spc. Prototype-Temp. (43)
Oldrich Ulman, Methods Eng.-GSE (43)
Harry P. McDiarmid, Manufact. Tech. (43)
Charles E. Harman, Pl. 56 Machine Shop (56)
John F. McArdle, Finance (66)
John Caserta, Flt. Accep.-Stuart (77)
Philip A. Hoeffner, Avionics (77)
Joseph Gentile, Prog. Mgt. (289)

scorecard

Milledgeville triumphs

Sparked by the hitting of Kenny Murphy and the pitching of Clay Wood, the Milledgeville Georgia Grumman Varsity Softball team swept all eight of its games this past weekend, and won the Middle Georgia Merchants Invitational Tournament in Macon.

Murphy was named the Tournament MVP by hitting a sizzling .615, while teammate Wood won all eight games.

Grumman got off to a fast start in the opening game as they defeated Westside 17-7. Shortstop Kelly Stinson, second baseman Phil Treadway, and first baseman Mark Dickey, all contributed three hits each in the lopsided affair.

Left centerfielder Nelson Cullum, rightfielder Mike Bradley, catcher Ralph Vincent, along with Wood, Stinson, and Dickey had three hits each as Grumman scored a 15-10 decision over Bassett Furniture.

The bats stayed hot as Grumman followed up with an easy 14-3 victory over Hines. Right fielder Leonard Duncan led the way with two singles and a home run.

Penn Chevrolet was Grumman's next victim as they were dumped by a 9-5 count. But Grumman had a tougher time out in the next game as they narrowly escaped with a 6-5 victory over Stop & Shop.

Mark Allan's three for three day led the Grummanites to their sixth victory of the tourney as they again defeated Bassett Furniture 8-3.

Grumman then played a doubleheader against the Astros and came through by winning 8-2 and 8-4. Murphy was perfect as he went 6 for 6 in the twinbill as Grumman captured the tourney.

Picnickers! Get ready for July 17

Tickets for the 41st Annual Grumman Family Picnic are now on sale at all Employee Services (ES) offices. The yearly Grumman get-together will be held Saturday, July 17, at the Calverton picnic grounds. Raindate is Sunday, July 18.

Admission is $4 per person; there is no charge for children under the age of 12 years. *No tickets will be sold at the gate.*

All Grummanites and their family members living under the same roof are invited. Singles may bring along a date.

The $4 fee includes numerous activities for people of all ages with plenty of food and beverages — hot dogs, ice cream, milk, soda and beer.

A full assortment of games and entertainment will be on tap. There will be dancing and sporting events, softball and kiddie boxing bouts. The picnic ground rides — such as the St. Moritz Express, merry-go-round, boat rides, railroads and mini-Ferris wheel — will be in full swing.

With the Calverton gates opening at 8 a.m., the family outing will officially get under way with the flag raising ceremony near the bandstand at 10 a.m.

After the ceremony, the action switches to the athletic field as various sporting events and games will take place. Wheelbarrow races, egg throwing contests, three-legged races, and the 30-yard potato sack race are among the events that will test the athletic skills of young and old.

For people with dancing feet, the Grumman Employees Band will furnish dance music from 10:30 a.m. to 2 p.m., take a short break, then play until 4:45 p.m.

At noontime, the traditional kiddie entertainment starts, followed by the kiddie boxing bouts.

While at the picnic, make sure you hold on to your ticket stubs. At 2:30 p.m. the prize drawing — for TV sets and large and small appliances — begins. Representatives of ES will announce the lucky winners of over 100 prizes.

Picnic tips

If this is your first picnic, here are a few tips that may come in handy:

Food — Though there will be plenty of hotdogs, ice cream, soda, milk, and beer, a lot of picnickers bring along their own specialties. Some also bring charcoal grills.

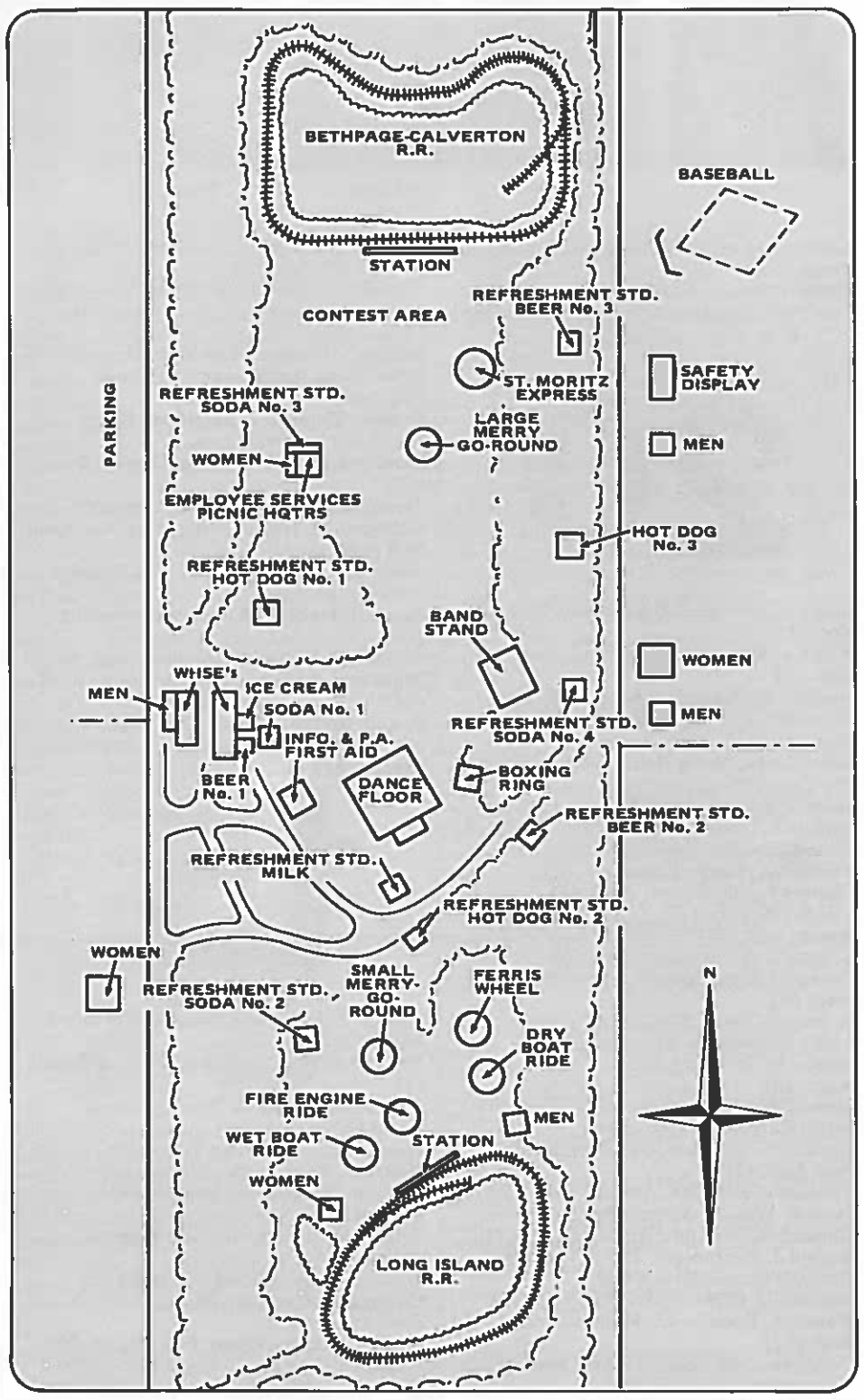
Beverages — Since beer and soda are handed out in cups, it is a good idea to take along pitchers to carry your drinks back to your picnic site.

Arrival — In years past, picnic tables were claimed early in the morning. Arranging for one member of your party to come early (about 8 a.m.) to set up camp is recommended. Use the map on this page to arrange where to meet your friends.

Miscellaneous — Other items to have on hand that day are a few lawn chairs, a table cloth and a cooler.

If rain is in the forecast on July 17, and if a postponement is necessary, it will be announced early Saturday morning over the following radio stations:

WBAB, Babylon (FM 102.3); WNYG, Babylon (1440 AM); WGBB, Freeport (1240 AM); WLIR, Garden City (FM 92.3); WHLI, Hempstead (1100 AM); WGSM, Huntington (740 AM); WLIX, Islip (540 AM); WALK, Patchogue (FM 97.5, AM 1370); WRIV, Riverhead (1390 AM); and WLNG, Sag Harbor (FM 92.1, 1600 AM). Or you may call LR5-3391 or LR5-3895.



GRUMMAN plane news

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